

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 5:55 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 135 Const Calendar Day: 681 Date: 21-Jul-2011 Thursday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 AM 05:30 PM Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Soheilifard, Saman Approved Date: 23-Jul-11 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

Tower Activities

Electroslag welding (ESW):

Today they were setting up to do the 18th ESW weld. It is on the skewed T joint that connects shear plate a1N to the West shaft. The following is a list of activities at this location:

- The joint fit-up was inspected by QC & QA. The root gaps were within the WPS for the entire length of the weld.
- The weld joint was cleaned by wire wheeling.
- The unistruts for the cooling shoe clamps were attached on both sides of the joint.

Also, some set-up work was ongoing on the next 2 welds to be done on shear plate a1S, including attaching access ladders and the unistruts.

9m external diaphragm welding:

- There was no welding on the 9m external diaphragms today as the welders were pulled to work on OBG.

Meetings:

I attended the weekly safety meeting from 08:00 until 08:30. The topic was project safety.

I attended the weekly Team Tower meeting from 10:00 until 11:30. Attending were Mark MacDonald, Paul Fikse, and Dan McNichol from ABF, and Rick Morrow, Mark Woods, Saman Soheilifard, Sanny Khaw, Nhan Vo (TYL), John Chan (TYL), and myself from Caltrans. The main focus of the meeting was to discuss some of the conflict areas found during trial fit of the Tower head. The following items were discussed:

- Stiffener clip angles: All of the clip angles will be removed so as to avoid interfering with the overall fit of the head. They will be welded and bolted back into place after final fit of the head. We discussed several options (weld only, weld/bolt, or possibly leaving some off). TY Lin was going to take a look at several alternatives.

- 'F' plates holes: 3 or 4 holes in the 'F' splice plate per chimney will be drilled through with an oversized hole to facilitate pinning so bolts can be installed in these connections. These will be in areas where it is possible to reach the back side to install the nut. The rest of the holes will remain tapped.

- Origami and bent cover plates: The holes in the top of the bent cover plates will need to be slotted so the plate can extend out enough to overlap the origami plates. The spacing on the bolt holes along the top of



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the origami plates does not match the spacing of the tapped holes in the saddle. Only 5 of these holes tap into the saddle, and the others have a bolt and nut attaching the origami plate to the bent cover plate. The bolt spacing between the 2 plates is consistent.

- Saddle housing plates: It is still unknown how many of these plates will need to be re-fabricated. When the main parts of the Tower head are taken down, then these plates will be placed individually to see if all of them, or only some of them, need to be re-fabricated.

- Ladder attachment: The tabs for the caged ladder need to be welded onto the southerly 'F' plate. However, we are still unsure of the location because it may be moved later for aesthetics.

- Gap at 'F' plate splice between chimneys: A 5mm gap is called out between the 'F' plates at this splice. Between the North and West chimneys, the gap is as little as 1mm. About 3mm of the 'F' plate will be ground to get the 5mm called for to avoid a possible future conflict.

- Mis-drilled holes: There are a lot of mis-drilled holes, especially on the handrails. These issues will be resolved later since the railing and platform details are undergoing changes due to the elevator extension CCO.

04-0120F4 Bid Item: 053 T-L01-SPD.053 Tower Lift 01 Shear Plates and Diaphragms

AMERICAN BRIDGE/FLUOR, A JV

Labor

| Trade | Class | Name | RT Hrs | OT Hrs | DT Hrs | Total | Remarks | Dispute |
|--|-------|----------------|--------|--------|--------|-------|---------|--------------------------|
| Contractor: AMERICAN BRIDGE/FLUOR, A JV | | | | | | | | |
| Ironworker | APP | JEFFERY STONE | 8.00 | 2.00 | 0.00 | 10.00 | | <input type="checkbox"/> |
| Ironworker | APP | Alex Blanco | 8.00 | 2.00 | 0.00 | 10.00 | | <input type="checkbox"/> |
| Ironworker | APP | DEVAN MURPHY | 8.00 | 2.00 | 0.00 | 10.00 | | <input type="checkbox"/> |
| Ironworker | APP | JEREMY DOLMAN | 8.00 | 2.00 | 0.00 | 10.00 | | <input type="checkbox"/> |
| Ironworker | APP | JEFFERY SOUZA | 8.00 | 2.00 | 0.00 | 10.00 | | <input type="checkbox"/> |
| Ironworker | FOR | RORY HOGAN | 8.00 | 2.00 | 0.00 | 10.00 | | <input type="checkbox"/> |
| Ironworker | JNM | RICHARD GARCIA | 8.00 | 2.00 | 0.00 | 10.00 | | <input type="checkbox"/> |